



5944-04-03/73
WIS 81 – Wildcat Road to South Junction of WIS 78
Lafayette County

WIS 81 Project 5944-04-03/73 Wildcat Rd to S Jct of WIS 78

Wisconsin Department of Transportation

Public Involvement Meeting

June 2020



Welcome to the online public involvement meeting for **Project Design ID 5944-04-03** (construction ID 5944-04-73) along **Wisconsin Highway (WIS) 81** between Wildcat Road and south junction of WIS 78 in Lafayette County.

Who can I talk with about the project?

William Strobel, PE

WisDOT Project Development Supervisor

Mahesh Shrestha, PE

WisDOT Project Manager

Tammy Tucker, PE

CBS Squared, Inc.

Consultant Project Manager

Who can I talk with about the project?

This is a list of people who are working on this project. Their contact information will be on the last slide of this presentation, which will include their emails and phone numbers, as well as the address of the Wisconsin Department of Transportation Southwest Region Office in Madison. Feel free to contact them with any comments, questions, or concerns regarding this project.

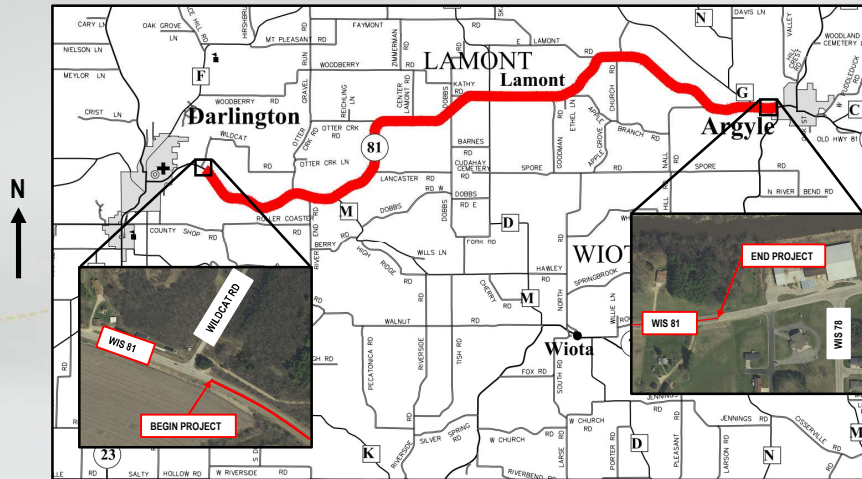
Presentation Agenda

- Project Limits
- Project Purpose & Need
- Design Overview
- Recent Activities
- Upcoming Schedule
- Contact Information

The presentation will follow the outline shown here. First discussing the project limits, second the purpose and need of the project, third the proposed design improvements, fourth the activities that have been completed thus far, fifth the next activities in the schedule, and finally ending with contact information.

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What are the project limits?



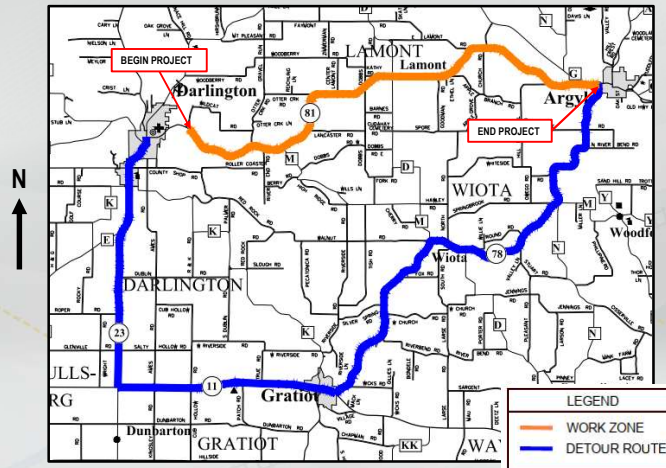
What are the project limits?

The proposed project begins at the Wildcat Road / Wisconsin Highway 81 intersection and heads east for 13.5 miles to approximately 500' feet west of the south junction of Wisconsin Highway 78 / Wisconsin Highway 81 intersection.

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What will happen to WIS 81 traffic?



What will happen to WIS 81 traffic during construction?

The anticipated construction for Wisconsin 81 is currently scheduled to begin in 2022 and will be using a detour route during construction. The reason for the detour route is that the road is too narrow for flagging operations. This means that during construction WIS 81 will be closed to thru traffic but will remain open for local and business access. The proposed detour route, shown in blue, will use WIS 23, WIS 11 and WIS 78 for both eastbound and westbound traffic. WIS 81 will be open to two-way traffic during the Lafayette County Fair.

Why do we need this project?

Pavement Deterioration



WIS 81 PAVEMENT RUTTING AND SHOULDER UNRAVELING

Why do we need this project?

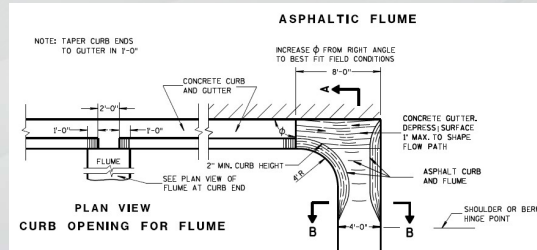
One reason we need the project is the pavement deterioration along WIS 81. The current pavement is deteriorating and has extensive cracking and rutting. The existing shoulder pavement is unraveling with large chunks of pavement removed in various areas. This pavement deterioration not only looks bad but also causes WIS 81 to have poor ride quality and presents safety concerns.

Why do we need this project?

Drainage



WIS 81 END OF CURB AND GUTTER AREA WITH NO FLUME
CAUSING SEVERE SHOULDER EROSION



DRAWING OF AN ASPHALTIC FLUME

Another reason we need this project is to address the eroded gravel shoulders near the ends of curb and gutter areas. This photo on the left shows an example of one area on WIS 81 with curb and gutter and no flume to direct the water to the nearby ditch, causing severe erosion in the shoulder. Asphaltic flumes will be constructed at the ends of existing curb and gutter, shown in the drawing on the right to direct the concentrated water to the nearby ditch rather than the existing gravel shoulder.

What improvements are proposed?



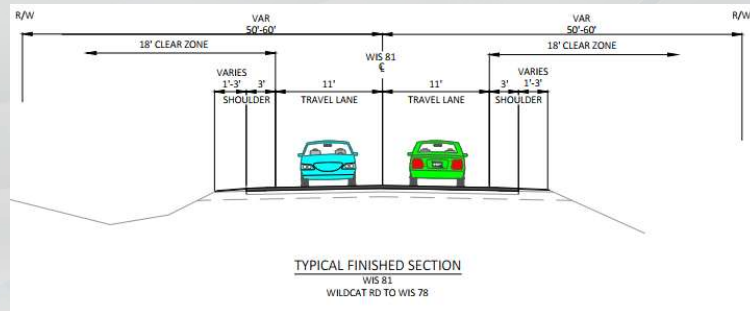
What are the proposed improvements?

The next collection of slides will explain the proposed improvements and show the typical sections of WIS 81.

Design Overview

Rural Typical Section – WIS 81

- Pavement
 - Milling – 4 inches
 - Paving – 4 inches
- New shoulder aggregate
- New centerline rumble strips

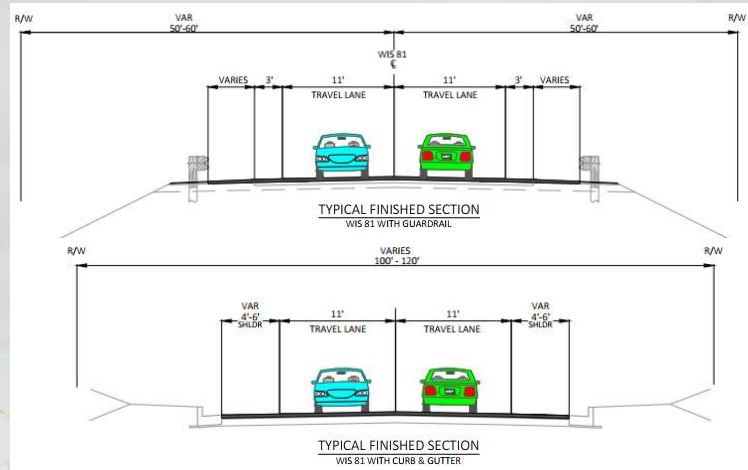


The typical sections of WIS 81 are broken up into a general rural roadway typical section which is shown above, roadway with curb and gutter, and roadway with guardrail. In these sections the pavement will be milled to a depth of 4-inches and paved back with a depth of 4-inches. There will also be new shoulder aggregate and new centerline rumble strips installed. Centerline rumble strips are used on undivided highways to reduce cross-over incidents and resultant head-on collisions. They alert distracted or drowsy drivers that they are crossing the centerline of the road.

Design Overview

Typical Sections – WIS 81

- Pavement
 - Milling – 4 inches
 - Paving – 4 inches
- New shoulder aggregate
- New centerline rumble strips
- Construct asphaltic flumes near ends of curb and gutter



The typical sections shown here are roadway with guardrail and roadway with curb and gutter which are in select areas throughout the project limits. Like the previous rural typical section, the pavement will be milled to a depth of 4-inches and paved back with a depth of 4-inches. There will also be new shoulder aggregate and new centerline rumble strips. Asphaltic flumes will be constructed at the ends of existing curb and gutter to direct the concentrated water to the nearby ditch rather than the existing gravel shoulder. No guardrail improvements are anticipated at this time.

Recent Activity

- 2019
 - Survey completed
- 2020 and beyond
 - Initial coordination letters sent to public
 - Soils testing completed
 - Began drafting environmental report

What activities have been completed thus far for the project?

At the end of 2019, the survey for the project was completed.

In 2020, initial coordination letters were sent on January 30, 2020. Soils testing was completed in April 2020. The draft environmental report was started this spring for the project.



What is next?

- Environmental Report Signed August 2020
- Final Plans August 2021
- Construction Summer 2022

What is Next?

As mentioned, the work on the environmental report has started and we anticipate the report to be signed this August. No real estate acquisition is anticipated for this project. The plans for the project are currently scheduled to be finalized by August 2021 and construction is anticipated to begin in the summer of 2022.

Thank you for your time

If you have any comments, questions, or concerns please send us an email, give us a call, or send us mail at **2101 Wright St, Madison, WI 53704**



Thank you for taking your time to watch this presentation. If you have any comments, questions, or concerns about this project please send us an email, give us a call, or send us mail to the Wisconsin Department of Transportation Southwest Region Office in Madison. The list of people who are working on this project and their contact information will be displayed on the next slide. **Thank you for your time and have a great day.**

Project Contact Information

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